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Telegrams.

COURSING.

THE WATERLOO CUP.

[THE "TELEGRAPH" CORRESPONDENT.]

London, Feb. 17, 10 p.m.

The Waterloo Cup has been won by Jabberwock, who beat Silk and Scarlet in the final.

EGYPT'S GARRISON.

SCOTS GUARDS UNDER ORDERS.

[THE "TELEGRAPH" CORRESPONDENT.]

London, Feb. 17, 10 p.m.

The Scots Guards are under orders for Egypt.

The regiment sails on the 25th.

THE KAISER'S VISIT TO ENGLAND.

UNVEILING OF THE VICTORIA MEMORIAL.

[THE "TELEGRAPH" CORRESPONDENT.]

London, Feb. 17, 10 p.m.

In order to suit the convenience of the Kaiser, May 18 has been fixed as the date for the unveiling of the Victoria Memorial in front of Buckingham Palace. The ceremony will be performed by His Majesty the King.

YUNNAN.

VICEROY LI TENDERS HIS RESIGNATION.

[THE "SHAN PO" SERVICE.]

Peking, Feb. 17.

Viceroy Li of Yunnan, has tendered his resignation as a consequence of the recent trouble on the frontier.

[THE "SHAN PO" SERVICE.]

Peking, Feb. 17.

Viceroy Li has telegraphed to the Throne asking for instructions as to the dispersal of the brigands, whose depredations led to the advance of a British force across the frontier.

The Waivupui says he ought to have a greater force of soldiers to move against the robbers, but the Board of War suggests that he settle the frontier question first.

Telegrams.

THE GENDARMERIE.

[THE "SHAN PO" SERVICE.]

Peking, Feb. 17.

The proposal to disband the gendarmerie is opposed by the Viceroy and Governors of the various provinces, and the Throne has, therefore, abandoned the idea for the present.

Eighty per cent. of the force will be retained, the pick of the men being kept for duty.

AN ANTI-FOREIGN MANDARIN.

EX-VICEROY OF CANTON MAY RETURN TO OFFICE.

[THE "SHAN PO" SERVICE.]

Peking, Feb. 17.

The Regent has been making inquiries of the Grand Council as to the whereabouts of the mandarin Tsau, ex-Viceroy of Canton.

It is said that the latter is likely to be given a high post.

Ex-Viceroy Tsau is an anti-foreign official of the old school. The present Viceroy Chang Ming Chi was his private secretary and advisor.

A WISE STEP.

NATIVE BARBERS WARNED TO KEEP CLEAN.

[THE "SHAN PO" SERVICE.]

Peking, Feb. 17.

The Ministry of the Interior (Ming Cheng Pu) has issued a notice to all native barbers in Peking to take care to keep their shavers and utensils clean in order to minimise the danger of infectious disease.

[A Hankow volunteer writing to a Shanghai friend with regard to the riot says:—"The question at stake is the majesty of law. Are we to be ruled by law, or are we to be misruled by mob force? That is the one issue. But to this letter, from which I am permitted to make one extract. Some people thought that the shooting was premature, I don't. When one of your men is bowled over by a brick, you never know but that the next might finish somebody. Besides which, in the particular case in point, the crowd was getting very ugly. So it was on the second occasion when firing was resorted to, that time by the sailors. The crowd tried to rush four sailors on the fore-

Telegrams.

shore, and had brought one of them to his knees, when their comrades standing on the elevated roadway let loose on the crowd. I believe that the unanimity of the retrograde movement on the part of that crowd was something wonderful!"

THE HUNGHUTZE.

RED-BEARDED ROBBERS ACTIVE.

[THE "SHAN PO" SERVICE.]

Peking, Feb. 17.

The Hunghutze are again active in Manchuria.

They have taken advantage of the unsettled conditions due to the plague to harass the country people, whom they are robbing right and left.

They are particularly daring in the neighbourhood of Fulin, and a certain foreign power has moved troops into the district.

WORLD'S NEWS.

[FROM "N.O. DAILY NEWS."]

PREFERENCE IN SOUTH AFRICA.

London, February 14.—The "Daily Mail" publishes a telegram from Mr. Louis Botha, Premier of South Africa, stating that the Union Government does not intend to submit a proposal to the Imperial Conference for the abolition of Preference upon goods of British manufacture.

THE DECLARATION OF LONDON.

London, February 14.—"The Times" publishes an article strongly supporting the Declaration of London, as improving Great Britain's position, whether she be a belligerent or a neutral power. The article deprecates the infusion of party spirit into this question.

FINANCIAL NEWS.

LOCAL SHARES.

Writing under yesterday's date on the share business done during the week, Messrs. E. S. Kadoorie report as follows:—"Business owing to the recess has been non-existent this week and no transactions of any importance have to be recorded.

Rubber.—Routen's quotations for Plantation rubber show a sharp rise to 6s. 11-12d. for smoked sheet, but share quotations have not responded so readily as might have been expected. Singapore market appears to be dull with an occasional enquiry coming through for the small priced shares. It is reported that United Serdangs have declared a dividend of 10 per cent.; Glenalee Plantations 8 per cent.; and Balgownie 30 per cent.

THE FAR EAST.

[FROM "N.O. DAILY NEWS."]

THE CAPITAL.

Peking, Feb. 14.—Herr von Kuczynski, the Austro-Hungarian Minister and late doyen of the Diplomatic Corps, has left Peking for Shanghai on his way home. At a farewell audience the Prince Regent gave him presents. Herr von Kuczynski was seen off at the railway station by Prince Pu Lun, Chinese Ministers and members of the Diplomatic Body.

THE FOLLIES.

BRILLIANTLY CLEVER SHOW AT THEATRE ROYAL.

Hongkong is fortunate in the presence of "The Follies," who opened their "season" at the Theatre Royal last night, for never before has such a brilliant combination visited the East. It is the daintiest, funniest, most delightful performance it is possible to imagine, and early as it is in the stay of these clever people we can sincerely say that they will give Hongkong a taste of "the real thing."

It is impossible to particularise where all are perfect, and all so different. Whether it is Jean Desormes telling Nellie Weber how much he loves her (without prejudice), Cissie Harcourt with her delightfully modulated voice in "Ypsilanti," Reginald Mountfield and his piano, Henry Dallas and Nellie Weber in duet, Elsie Redfern and Clifton Gates in solos, Fred Danfolds "emerging from his crustacean environment" or Marie Mansfield in her splendid imitations, all are superlative. Custom cannot state their infinite variety. To miss the Follies is to miss the best entertainment ever given in Hongkong.

SUPREME COURT.

CRIMINAL SESSIONS.

The February Criminal Sessions were formally opened this morning by Mr. Justice Hazeland and then adjourned till Monday. The jurors had previously been intimated that their services would not be required until Monday, and did not, therefore, put in appearance as usual at the opening of the Sessions.

The criminal calendar to dispose of is rather a heavy one. It consists of 5 cases of kidnapping, 3 of robbery, 2 of larceny and receiving stolen goods, 2 of armed robbery, 2 of attempted robbery, 1 of forgery and embezzlement, 1 of being found at night armed with intent to commit robbery, 1 of an offence under Ordinances 7 of 1909, and 5 of 1909.

All these cases are against natives, but a charge of arson against a foreigner is included in the calendar.

In the Appellate Court, at the conclusion of Mr. Shide's argument on the motion for leave to appeal against Mr. Justice Hazeland's decision in the lower Court, that each party pay his own costs in the case of Sham Yik Ho against the Man Chun firm, their Lordships granted leave as prayed for.

MANNERS IN THE THEATRE.

The essence of good manners is thoughtfulness, particularly in public assemblages where the actions of the individual are of greater moment to his neighbours. To come late to a theatre is a breach of good manners no one should be guilty of, but the Follies' charming, entertainment last night was marred in its opening stages by several latecomers. It is to be hoped that members of future audiences will not be responsible for this annoyance, particularly as the Follies' performance is so light, quick and witty that the slightest interruption interferes greatly with it. It is too good a "show" to be spoiled when a slight effort would bring all to their seats in time for the rising of the curtain.

We hear from Macao that the Praya Grande, extension, from Fort Nam Porto to the Bar Fort, will soon be open to traffic. It has been named the Avenida da Republica. Carriage or motor car traffic between the inner harbour and the Praya Grande is seriously contemplated.

OUR CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

INSURING AGAINST INVALIDITY.

Looking at the matter broadly we think that there was much truth in the recent remark made by an American newspaper, that the most Socialistic government in power anywhere hold now the reins of office in Great Britain, and the nation hardly yet realises the great lengths to which it had gone along the road to pure communism since Gladstone passed away.

Daily Press.

RUSSIA AND CHINA.

So far as the other intentions with which Russia is credited in Ruter's dispatch are concerned, they appear to be quite within the limits of the privileges duly conferred by Treaty, but if by "a demonstration on the Chinese frontier" Russia intends to reoccupy Kuldja and the valley of the Ili, we cannot see how the Powers who subscribed to the agreement to uphold and defend the integrity of the Chinese Empire can countenance an enterprise which is in flagrant defiance of that pledge. The latest telegram from our Peking correspondent says that the Chinese Government is confident that an amicable settlement can be arranged, and we shall probably learn later on that this amicable settlement will be brought about either by this demonstration that Russia threatens, or by the moral suasion of the Concert of Powers who are deeply concerned to see the integrity of the Chinese Empire preserved, and therefore may be expected to bring their united influence to bear upon China to honourably fulfil the terms of her Treaties with Russia, and, if there are any legitimate grounds of dispute, to persuade the disputants to refer the questions for settlement to the established tribunal at the Hague.

South China Morning Post.

AN OFF DAY.

We could wish that the question of the pari-mutuel were the only point to which attention should be directed. From some correspondence which we have received but purpose to withhold from publication, it would seem that there are other matters, one of which deals with the practice of running two horses from one stable in the same race without a declaration by the stable interests as to the horse with which it is proposed to win, while another takes up the question of non-declaration on the selling sweepstakes (lotteries) by the various owners of race horses whose names appear in the acceptances. The last of these two points is the more important; and, in view of the wide appeal made by the selling sweepstakes among the members of local clubs and hongs of all descriptions and the fact that the great proportion of the tickets is sold to people who have no knowledge whatever of the stable's intentions certainly it would be more in the public interest if owners could be induced to declare their plans publicly before the sweeps were sold.

CANTON NEWS.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, Feb. 17.

Some days ago, a meeting of the Municipal Council was held at Fatshan, all the local authorities being present. One of the military officials suggested that a home for the aged poor be established by public subscription, and that the local charitable institutions and the different guilds be asked to give their assistance. Many merchants present expressed their willingness to do so.

A fire broke out in a grocer's shop in Sai Kwan, on the night of the 15th inst., but was subdued by the fire brigade before much damage could be done.

COMMERCIAL.

Messrs. Lamko and Rogge, in their freight circular, state:—"The freight market during the fortnight under review has not been of much importance, the volume of chartering business concluded being a much smaller one than was generally expected."

Saigon-Hongkong:—"There was a temporary firmness in this direction during the earlier part of the fortnight. The local rice market considerably improved, and prompt tonnage being scarce a suitable vessel obtained 15 cents which is the highest figure so far paid this season. Millers are busily engaged in getting ready the extensive shipments contracted for March delivery, and unfavourable rumours in Cholom concerning the new crop have caused a big advance in prices. Since the last week the demand for prompt loading has practically subsided, and with a declining market locally there seems unfortunately no likelihood of any special advance in freights in the near future, unless of course requirements unexpectedly should reach exceptionally large dimensions."

Saigon Philippines.—Not much doing. Some inquiries have, as far as local managed boats are concerned, resulted in only one fixture, part-cargo, 25,000 piculs, Saigon to Cebu at 26 cents per picul.

Saigon Singapore.—The S.S. "Standard" was taken up Saigon Hongkong at 14 cents, option to Singapore at \$4000. Saigon Currency, lump sum, and since another charter of a handy sized steamer has been arranged at \$4,200. Saigon Currency, lump sum, equivalent of about 14 cents per picul.

Bangkok.—It is reported that higher rates are quoted from Bangkok to this, and there is a good demand for prompt tonnage. Saigon Java and Java Hongkong.—Nothing doing.

Quang Yen to Hongkong.—The S.S. "Chunshang" has been taken up for a second trip on same terms as last, and the S.S. "Chipsing" at a slightly increased rate.

The North.—Except the ordinary "routine" worked by the regular liners, demand for "outside" tonnage continues to be scarce and there is no revival expected until the opening of the North and the rise of the water in the Yangtze. Japanese tonnage seems to be lately well employed in the coal trade from Japan to Manchurian ports owing to the output from the Fushun Mines being considerably reduced on account of the plague. The export from Dainy has also been stopped entirely for the same reason.

Coal.—Freights from Japan are neglected, Moji to Hongkong \$1.45 and Wakamatsu to Canton \$2.—per ton is quoted. Business done as follows:—Wakamatsu-Amoy \$2.—Port Courbet-Canton \$1.90; Hongkong-Saigon \$2.40 and Pulo Laut to Hongkong \$2.25 per ton.

Timecharters.—The charter of the Germ. S.S. "Lycemoon" trading between Hongkong and Saigon has been extended for further 3 months on same terms, French S.S. "Binhthuan" has been taken up for 12 months at \$4,500 per month for cattle trade, and the charters of the Norw. S.S. "Dovre" 6 months, delivery Singapore and Norw. S.S. "Helios" at L600.-per month for Australian trade are reported arranged at home. Further details of the latter two fixtures are as yet not to hand.

Sales.—There have been a few more boats sold to Japan, the Chinese S.S. "Hsiping" 1267 tons N.R., the Germ. S.S. "Korat" 1223 tons N.R. and S.S. "Bangkok" 1237 tons N.R., terms are kept private.

COAL MARKET.

Messrs. Hughes and Hough report that contracts have been made for delivery during balance of 1911 for 20,000 tons Japanese on private terms.

The quotations are:—Cardiff \$10.00 to \$21.00 ex-godown, nominal, Australian West Wall-send \$11.25 ex-ship, nominal, Yubari Lump \$12.00 nominal, Afiki Lump \$10.50 to \$11.00 ex-ship, nominal, Moji Lump \$7.75 to \$9.50 ex-ship, steady, Moji Unscreened \$6.00 to \$8.00 ex-ship, steady, Afakei Lump \$8.25 to \$8.50 ex-ship, steady, Kaiping Navy Lump \$10.00 to \$10.25 ex-ship nominal, Kaiping Loco Lump \$7.50 to \$7.75 ex-ship, Kaiping No. 5 Dust \$6.50 to \$6.75 ex-ship, Kaiping No. 1 Dust \$6.25 ex-ship.

THE PLAGUE.

CASE OCCURS AT FATSHAN.

Bubonic plague made its first appearance in Fatshan a few days ago. The victim was a little girl of nine years of age who succumbed to the disease. For the last few years, Fatshan has been entirely free from plague, but at the present moment fears are entertained that this year it may once again break out.

QUARANTINE DECLARED BY SWATOW.

The harbour master of Swatow, with the approval of the Commissioner of Customs and the Foreign Consuls has declared that until further notice quarantine for plague is to be enforced on all vessels arriving from the ports of Manchuria, including Dairan and Chefoo.

Canton has also imposed quarantine on vessels arriving within ten days of departure from Newchwang, Chienwang Tientsin, Dainy or Chefoo.

OPIUM SEIZURE.

A Chinaman was arrested on the 11th inst. at No. 235, Wing Lok Street, for being in possession of ten taels of prepared opium. He appeared before Mr. J. R. Wood again this morning after a fourth remand. Mr. Jackson defended.

It appears that there was a locked cubicle which the defendant acknowledged he occupied. The defendant denied having possession of the opium. He said the cubicle was also occupied by his master's son.

Defendant was discharged. Mr. Hoggarth then asked his Worship if this decision was to be taken as a guide that no person would be found in possession of opium unless it was actually found in his possession. His Worship—Oh, no, another man had access to the cubicle.

POLICE COURT.

A Chinese was sentenced to twelve months' hard labour and six hours for snatching a felt hat and a dollar in money from another man in Des Vaux Road Central.

Nine village and boat owners were charged with having no lights in Aberdeen harbour. Fined \$3 each.

Two men were charged with creating a disturbance in Peeble Street. The Magistrate bound them over in the sum of \$50 for six months.

The Colonial Government in Tonkin is preparing a standard work on that colony. First, there will be exhaustive monographs on each province, giving full details of its resources, and remarkable features, geography, topography, religion, social conditions, political organisation, history, trade, industry, forest and mineral wealth, military matters, and future prospects, will be dealt with successively, maps being freely utilised. The monographs will be drawn up on a given model, to be alike in arrangement and subject matter.

Announcements

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Ordinary business communications should be addressed to The Manager.

The Editor will not be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

THE Hongkong Telegraph

HONGKONG, SATURDAY, FEB. 18, 1911

MERCANTILE MARINE OFFICERS.

It will be remembered that recently we made mention of a very important movement which has taken form among the mercantile marine officers and engineers on the China coast with reference to the betterment of their conditions of service. The matter in question does not affect any remarks which we have to offer now, but it may as well be recalled that the point upon which the officers and engineers agreed to combine was the putting of their claims before the big shipping companies for the allowance of passage money home and back at the expiry of their first contract term. That matter has not yet been settled; at any rate we have not heard of it. But this combined action amongst sea-faring men in the Far East is

forcing what they consider to be their rightful demands upon the reluctant attention of the shipping companies, is in itself a highly significant development, and it is capable of producing far-reaching results. One thing that it cannot fail to bring prominently before the mind of every sea-faring man in these waters is the question: How do we stand at the present moment, so far as organisation is concerned? In most places in the Far East neither the deck department nor the engine-room department lacks outward and visible sign of organisation. From Bombay to Shanghai we find Marine Officers' Associations and Engineers' Institutions, all more or less in a fairly healthy and flourishing condition and doing very valuable work in protecting the interests of their members and fostering in every possible way the professions which they represent.

It is strange to think that Hongkong of all places in the East should be most noticeable for lack of combination amongst officers and engineers. There is, of course, the Engineers' and Shipbuilders' Institution in Hongkong. The usefulness of this society no one can gainsay, and that its value is thoroughly appreciated by engineers, both land and marine, in the Colony is shown by its membership roll, no less than by the large attendances which are the rule on those occasions when papers on technical subjects are read at the Institution rooms by well known experts. But so far as the deck officers are concerned, they are absolutely without any representative association in Hongkong. It was not always so. For many years there flourished a very healthy Mercantile Marine Officers' Association, for the inauguration of which Mr. Chesney Duncan, the then Editor of the "Hongkong Telegraph," was largely responsible. This Association, if it had never done anything else, justified its existence in the fullest degree by the part it took in getting passed into law in Hongkong the Sunday Labour Ordinance, which prohibited the working of cargo on ships lying in the Harbour on Sundays. This law has now been extended to all British Crown Colonies. Unfortunately, after the departure of Mr. Chesney Duncan and one or two of the more ardent spirits, the Association fell upon evil days, deteriorated into a mere social club, and then finally broke up.

But because the late association was allowed to pass into obscurity "unwept, unhonoured, and unsung," that is no reason why the marine officers sailing out of Hongkong should not be represented here by an association rejuvenated and filled with youthful vigour. There is a crying need for such an organisation. One only requires to be in the company of a group of ships' officers for five minutes to discover that there is not a single man among them who does not anxiously desire the formation of such a body. It is only when the matter of initiative is raised that the weakness of the officers themselves becomes apparent. All are willing enough to become members of such a society, once it has been put upon an established basis. But none is to be found willing to take the initial steps necessary to set the thing a-going. The excuse commonly put forward is that any man who takes a prominent part in the inauguration of an association of officers would have his name made unpleasantly prominent in the head office of the company which he serves. In all conscience this is a pusillanimous attitude to adopt in an affair of this kind, which has such an important

bearing upon the working conditions of the marine officer; and it is to be hoped that before long some of the more fearless spirits among them will take up seriously the project of forming a new Marine Officers' Association, here, so as to bring Hongkong into line with other great ports in the East, which, in this respect, she is at present lagging with very slow steps indeed.

HONGKONG DAY BY DAY.

The C. U. S. R. A. meeting opens at "A" Range, Kowloon City, on Monday, March 6th.

The Austrian Lloyd's steamer "Vorwarts" brought out a reinforcement of 53 men for the Macao garrison.

Mr. H. L. Beckford, of Messrs. Castle Brothers, Wolfe and Sons, returned to Manila on the Kumano Maru.

The fancy dress ball which was to have taken place last night at the Lusitano Club, has been postponed until further notice.

An inquiry is to be held at Peking into the circumstances of the recent Haplow riot, when a coolie was killed by the police.

The Douglas boat, "Haitan," arrived from Swatow this morning. The Captain reports a strong E.N.E. wind all the way from Swatow.

The Harbour authorities of Canton warn masters of vessels to take every precaution to prevent rats from leaving their ships while in port.

Mr. E. M. Webster, business manager of the "Manila Times," and Mrs. Webster are staying at the Hongkong Hotel. They leave for Manila on Tuesday.

The many friends of Capt. Jennings, of the Taiwan, will be pleased to hear that he has resumed command of his ship, having recovered from his recent illness.

The R.M.S. "Daffodil" will arrive at Hongkong on 22nd instant. The disembarkation of 8th Rajputs will commence as soon as possible after the ship's arrival.

Interest in skating has been so great lately that yesterday evening four skaters had a race of a mile in the Empire skating rink. The race resulted in a win for the one who received a handicap of half a lap.

Among the carnival visitors to Manila, we notice Messrs. Harris, Humphreys (of Messrs. Watson's), Mr. Shirashi (of the Toyo Kisen Kaisha), and Mr. Judah, (of Messrs. Sassoon & Co.), all proceeding on the Rabi on Monday.

We understand that the next production of the Shanghai A.D.C. will be "The Adventures of Lady Ursula" which will be given during March. The play is understood to refer to bygone times, and the characters will appear in historic dress.

The Chinese Engineering and Mining Company, Limited, inform us that the total output of the Company's three mines for the week ending 4th Feb., amounted to nil (Chinese New Year), and the sales during the period to 4,679.51 tons.

The "Government Gazette" announces that the Governor-in-Council has ordered that the provisions of Part VI of the Probates Ordinance, 1897, shall extend to authorise the sealing by the Supreme Court of this Colony of any probate or letters of administration granted by His Britannic Majesty's Supreme Court and Provincial Courts for China and Corea.

OFF DAY RACES.

A SUCCESSFUL AFTERNOON.

Stewards:—H. E. Sir F. J. D. Lugard, K.C.M.G., C.B., D.S.O., H. E. Vice-Admiral Sir A. L. Winslow, R.N., K.C.B., C.V.O., C.M.G.; H. E. Maj.-Genl. C. A. Anderson, C.B.; Commodore C. J. Eyres, R.N.; The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Mr. Henry Koswick; Mr. G. Balloch, Capt. G. C. Dwyer, Messrs. G. Friesland, H. J. Gedge, Henry Humphreys, C. H. Ross, N. J. Stabb and H. P. White.

Stewards in charge of the Scale:—The Hon. Mr. Henry Koswick and Mr. G. Friesland.

Handicapper:—Capt. G. C. Dwyer.

Judge:—The Hon. Sir Paul Chater, Kt., C.M.G.

Assistant Judge:—Mr. C. H. Ross.

Starter:—Mr. H. J. Gedge.

Second Starter:—Mr. M. W. Slade.

Time Keeper:—Mr. M. S. Sassoon.

Hon. Treasurer:—Mr. R. C. Edwards.

Clerk of the Course:—Mr. T. F. Hough.

Even though the official race meeting for the present season concluded on Thursday last, the attendance of spectators in the Happy Valley this afternoon when the off-day races were held was nearly as large as on the three preceding days. The ladies of the Colony patronised the Jockey Club's efforts to provide pleasure in connection with the "Sport of Kings." To-day they were in the private stands and enclosures in no less number than on Ladies' Day on Thursday last. Their toilettes vied with one another in beauty of design and artistic blend of colours, and there is no saying but the presence of the gentler sex in the Valley lends charm and picturesqueness to the gay scene associated with the Colony's annual reunion in Happy Valley. It would seem that the Chinese have also come to recognise that the yearly race meeting is an institution in Hongkong to be honoured for to-day—closing day of the great carnival—they, too, did not fall short in point of numbers to swell the surging throng wending its way to Happy Valley on pleasure bent. Being a Saturday and, therefore, a half holiday, the races this afternoon did not at all interfere with the routine of business in the City. The homeward English mail had been despatched at one o'clock so that when the taipan and the clerk left office this afternoon they "left shop behind" and gave themselves up to the alluring pleasures of the turf. It was no small enjoyment. For those who have staked their occasional \$100 dollar "bill" in the "pari" and won the recollection of an afternoon's pleasure was all the greater. For those who had laid long odds on the favourites and lost, they left the course comforted by the thought that the price of the pleasure was worth purchasing. And so it is that nearly one and all dismiss the pleasant recollections of the race meeting 1910-1911 with a philosophic frame of mind and await the return of the next season with pleasurable anticipations.

The band of the K. O. Y. L. I. have rendered yeoman service in delighting the spectators from day to day with music that ever hath "charm even to the savage breast." Their selections this afternoon were listened to with much pleasure.

The first saddling bell was rung at 1.30 p.m. and punctually at 2 p.m. the first race commenced. A good deal of interest centred in the race for the Admiral's Cup presented by His Excellency Sir Alfred L. Winslow, K.C.B., C.V.O., C.M.G. There were no less than fifteen nominations.

Details of the races are appended:—
The "Hay and Corn" Stakes.—Value \$200. For all subscription griffins that have run at this meeting and not won a race. Weight for inches as per scale. To be ridden by jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin. Unplaced runners allowed 5lb. Entrance \$5 to go to second pony. Half a mile.

Time: 1.01.1-5.
Dividends:—Win, \$14.40.
Places, \$6.40, \$3.10, \$12.20.
Cash sweep:—
Ticket No. 36, 1st, \$563.85
" 7, 2nd, 101.10
" 71, 3rd, 80.55

The "All Out" Stakes.—Value \$200. For China Ponies that have run at this meeting and not won a race. Weight for inches as per scale. Unplaced Ponies and bona fide Griffins on date of entry allowed 5lb. Subscription griffins of this season allowed 10lb. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5lb. Jockeys who have never had a winning mount in Hongkong or China allowed 7 lb. Allowances not accumulative. Off-day Winner barred. Entrance \$5 to go to Second Pony. Three quarters of a mile.

Mr. Dargor's Just in Spite (Knaggs) 1
Mr. Ellis Kadoorie Belgian Chief 10st. 7lb. (Klimanek) 2
Mr. Gilpin's Caprice 10st. 2lb. (David) 3
Mr. Cymru's Dylluan 10st. 7lb. (Williams) 0
Mr. Dargor's Gondolier 10st. 2lb. (Kremer) 0
Messrs. Love and Hickman's Kongsi 10st. 5lb. (Hickman) 0
Mr. C. H. Ross' Ben Hae 10st. 3lb. (Jervois) 0
Mr. Valox's Greyback 10st. 8lb. (Agar) 0
Mr. Slade and Balloch's Tregoa 10st. 11lb. (King) 0
" 5lb. over weight.

Kongsi and Gondolier delayed the starting of this race for quite half an hour. Each in turn ran once round the course. Eventually when the field was let go Dylluan settled down in front of Kongsi second, and Belgian Chief third. Gondolier was last. At the half-mile post Just in Spite rushed up from behind and raced neck and neck with Kongsi to the blackrock where he took command of the field. Belgian Chief made big efforts to overtake the leader, but failed. In the home straight Caprice, racing outside, attempted to challenge Belgian Chief and Just in Spite, but unavailingly. Just in Spite won by two lengths from Belgian Chief. Caprice was a bad third.
Time: 1.32.2-5.
Dividends:—Win, \$65.70
Places, \$15.50, \$12.00, \$8.80
Cash sweep:—
Ticket No. 344, 1st, \$1,234.80
" 370, 2nd, \$ 352.80
" 101, 3rd, \$ 170.40

Mr. O.K.'s Donau, 10st. 12lb. (Klimanek) 1
Messrs. Slade and Balloch's Tregenna 10st. 9lb. (King) 2
Mr. Twain's Seaweed 10st. 7lb. (Humphreys) 3
Mr. Echo's O. B. 11st. 0lb. (Williams) 0
Mr. Roberts' Lightfoot 10st. 13lb. (Roberts) 0
Mr. H. B. Pike's Artesian 10st. 12lb. (Kremer) 0
Mr. Ellis Kadoorie's Blowing Chief 10st. 12lb. (David) 0
Capt. P. H. M. Taylor's Mohawk 10st. 11lb. (Knaggs) 0
Capt. Dwyer's Tralee 11st. 0lb. (Monteith) 0

Eight ponies faced the starters. They gave no trouble and when the flag fell Artesian assumed the command from Seaweed second and Tregenna third. Donau was about a length behind in the fourth place. Artesian held his position to the village challenged by Seaweed, who, in turn, was given a hard race by Tregenna and Donau. Rounding the bend Mr. Klimanek spurred and Donau successively overhauled Tregenna and Seaweed and got into first place from Artesian. Kremer's mount was beaten at the post for second and third places by Tregenna and Seaweed, respectively. Donau was first.

Time: 1.01.1-5.
Dividends:—Win, \$14.40.
Places, \$6.40, \$3.10, \$12.20.
Cash sweep:—
Ticket No. 36, 1st, \$563.85
" 7, 2nd, 101.10
" 71, 3rd, 80.55

The "All Out" Stakes.—Value \$200. For China Ponies that have run at this meeting and not won a race. Weight for inches as per scale. Unplaced Ponies and bona fide Griffins on date of entry allowed 5lb. Subscription griffins of this season allowed 10lb. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5lb. Jockeys who have never had a winning mount in Hongkong or China allowed 7 lb. Allowances not accumulative. Off-day Winner barred. Entrance \$5 to go to Second Pony. Three quarters of a mile.

Mr. Dargor's Just in Spite (Knaggs) 1
Mr. Ellis Kadoorie Belgian Chief 10st. 7lb. (Klimanek) 2
Mr. Gilpin's Caprice 10st. 2lb. (David) 3
Mr. Cymru's Dylluan 10st. 7lb. (Williams) 0
Mr. Dargor's Gondolier 10st. 2lb. (Kremer) 0
Messrs. Love and Hickman's Kongsi 10st. 5lb. (Hickman) 0
Mr. C. H. Ross' Ben Hae 10st. 3lb. (Jervois) 0
Mr. Valox's Greyback 10st. 8lb. (Agar) 0
Mr. Slade and Balloch's Tregoa 10st. 11lb. (King) 0
" 5lb. over weight.

Kongsi and Gondolier delayed the starting of this race for quite half an hour. Each in turn ran once round the course. Eventually when the field was let go Dylluan settled down in front of Kongsi second, and Belgian Chief third. Gondolier was last. At the half-mile post Just in Spite rushed up from behind and raced neck and neck with Kongsi to the blackrock where he took command of the field. Belgian Chief made big efforts to overtake the leader, but failed. In the home straight Caprice, racing outside, attempted to challenge Belgian Chief and Just in Spite, but unavailingly. Just in Spite won by two lengths from Belgian Chief. Caprice was a bad third.
Time: 1.32.2-5.
Dividends:—Win, \$65.70
Places, \$15.50, \$12.00, \$8.80
Cash sweep:—
Ticket No. 344, 1st, \$1,234.80
" 370, 2nd, \$ 352.80
" 101, 3rd, \$ 170.40

Mr. Dargor's Just in Spite (Knaggs) 1
Mr. Ellis Kadoorie Belgian Chief 10st. 7lb. (Klimanek) 2
Mr. Gilpin's Caprice 10st. 2lb. (David) 3
Mr. Cymru's Dylluan 10st. 7lb. (Williams) 0
Mr. Dargor's Gondolier 10st. 2lb. (Kremer) 0
Messrs. Love and Hickman's Kongsi 10st. 5lb. (Hickman) 0
Mr. C. H. Ross' Ben Hae 10st. 3lb. (Jervois) 0
Mr. Valox's Greyback 10st. 8lb. (Agar) 0
Mr. Slade and Balloch's Tregoa 10st. 11lb. (King) 0
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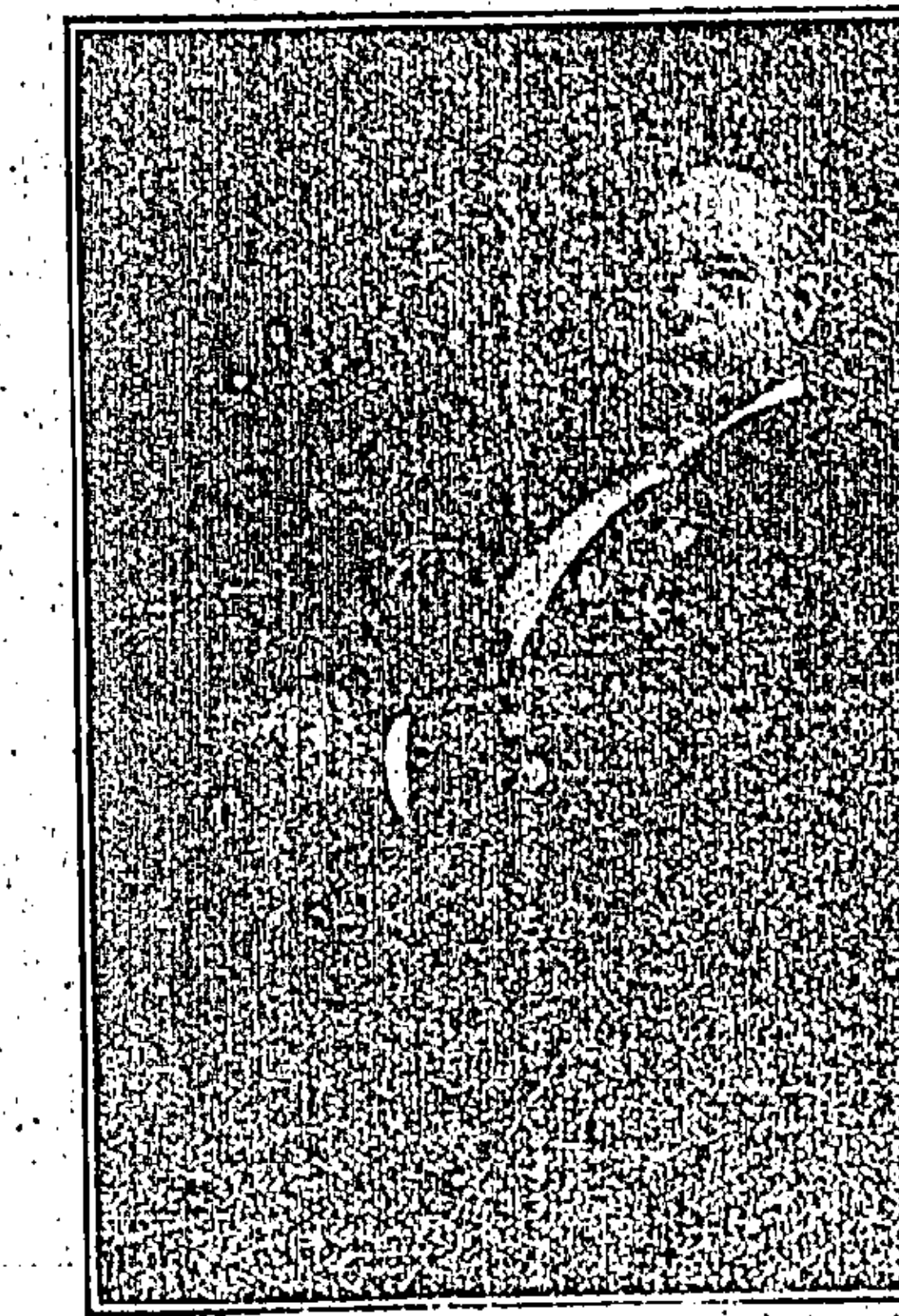
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" 101, 3rd, \$ 170.40



SIR PAUL CHATER.

The "Also Ran" Stakes.—Value \$200. For Subscription Griffins of this Season that have run at this Meeting and not been placed. Weight for inches as per scale. Jockeys who have not had more than two winning mounts in Hongkong, Shanghai or Tientsin allowed 5 lb. Jockeys who have never had a winning mount in Hongkong or China allowed 7 lb. Off-day Winner barred. Entrance \$5 to go to Second Pony. One mile.

Mr. F. B. Marshall's Xmas Tree 10st. 8lb. (David) 1
Messrs. Boyes and Taylor's Chowringhee 10st. 4lb. (Hickman) 2

Capt. C. A. Chaytor's Iola 10st. 5lb. (Jervois) 3
The large field of nine ponies was sent away to a capital start. Xmas Tree showed to the front, followed by Highland Burn. The first round past the post Xmas Tree was in the van, followed by Elbe second, and First Revolt third. Mr. King forced the pace and ran into first place which he retained up to the rock accompanied by Chowringhee on his heels. First Revolt soon lost his advantage and the race home from the village bend was a splendid one. Mr. David who secured his maiden win, showed considerable judgment. From some distance behind he piloted Xmas Tree to the rails and giving the pony plenty of rein Xmas Tree went away and raced with Chowringhee and First Revolt neck and neck to the post. Xmas Tree passed the Judge's Box a winner by a neck. Chowringhee was second, and Elbe a good third.

Time: 2.12.
SIR JOSEPH FAYRER'S APPOINTMENT.

We understand that Sir Joseph Fayrer, Bart., M.D., and Lady Fayrer are leaving Hongkong by the German Mail. Sir Joseph, who has been in the colony for a short period, has just been appointed medical superintendent of the Royal Infirmary at Edinburgh.

His many friends here, whilst congratulating him on his appointment, will regret his departure. He is a Lieut.-Col. in the R.A.M.C., and was educated at Rugby, Trinity College (Cambridge), and St. George's Hospital.

Some days ago the "Seoul Press" reported that the Customs authorities at Chemulpo ordered from the Mitsubishi Dockyard, Nagasaki, a vessel to be specially employed to visit incoming ships for the destruction of rats harboured by them. Our contemporary now learns that two similar vessels have also been ordered from the same yard by the Customs authorities at Chinnampo and Fusan. These vessels are expected to be completed simultaneously with the one ordered by the Chemulpo Customs authorities.

Dr. Nord, German Consul at Swatow, is at the King Edward Hotel.

The "Peking and Tientsin Times" reports that Dr. Morrison is to leave Moscow for Peking on February 20.

The Russian Ministry of Commerce has elaborated a comprehensive scheme for improving telegraphic, railway, and road communication with Mongolia.

THE CORONATION.

HONGKONG'S REPRESENTATIVES.

It was rumoured in the Colony to-day that Sir Paul Chater, Kt., C.M.G., and the Hon. Mr. H. Koswick, managing director of Messrs. Jardine Matheson, and Co., Ltd., had been selected to represent Hongkong at the Coronation of King George.

No more worthy selection could be made, and while we congratulate the Government on its choice, we are also compelled to congratulate the Government on the compliment paid them.

When the history of Hongkong is written, no small place will be given to Sir Paul Chater, for he has been closely identified with the development of this outpost of the Empire for over forty years, and has played no mean part in extending and perpetuating British interests in this place. He may well be looked upon as the creator of Kowloon as it is to-day, for his works are to be seen on every hand in the New Territory, whilst on this side of the water splendid monuments of his enterprise will remain for centuries. The huge schemes he has proposed, and most successfully carried out, his generous gifts—both in money and in bronze—and his active interest in all local institutions, entitle him to a place among the pioneers of progress in this colony.

The greatest of these works being the ten million dollars reclamation scheme, and upon this land he has since caused to be erected many monumental piles. "Tarn, where you will, one is confronted on every side with the results of his fertile brain."

It was he who first suggested, several years before the Government took up the matter, that the New Territory should be leased from the Chinese.

He entertains in princely fashion; the stranger within our gates is always welcome at his table, ludon as it is with the viands and produce of all countries.

Than the Hon. Mr. H. Koswick, head of the "Princely House" of Messrs. Jardine, Matheson & Co., no fitter delegate could be chosen to represent the mercantile interests of the Colony. The Hon. Mr. Koswick is a member of the Legislative Council and takes a great interest in the public welfare. He is a keen sportsman and an exceedingly popular member of the community. His appointment will meet with the unqualified approval of all classes.

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BELILIOS PUBLIC SCHOOL.
The English side of this School will resume duties on TUESDAY, the 21st inst.
E. TUTONER, Headmaster.
Hongkong, 18th Feb. 1911.

A SLEEPY MAGISTRATE.

CANNOT BE ROUSED BY CANNON SHOTS.

News comes down from Canton of a most remarkable case of sleepiness on the part of a sub-magistrate in charge of a district near Canton. This official was dismissed some time ago for neglect of duty. But by devious ways well known to Chinese officialdom, he worked back before long into his former position and recommenced his old accustomed game of leaving the affairs of his district to look after themselves while he sought solace and found repose in sleep draughts from his opium pipe.

The slumbers of this particular magistrate, however, were not as those of other men. Instead of following Nature's laws, he had a habit of going to sleep for five days at a time. That is to say, his month consisted of only three days and three nights, each of five days' duration.

During his five-days' night no TERRESTRIAL NOISE

could rouse him. When cases arose that called for his presence at least for his official seal, the yamen functionaries were at their wits' end to awaken the sleeper. It was beyond their power to summon to their aid the "artillery of heaven." They did the next best thing. They got together an army of gong beaters; these were of no avail. Then they tried gongs and old muzz-loading guns; these also failed to disturb the magisterial slumbers. Even cannon were called into play; still no success.

So it became the set rule that no one should attempt to rouse the dignitary, that all cases should be held over until he came back to consciousness at his own time and in his own way.

But it so happened that recently, while the magistrate was enjoying one of his five-days' periods of repose, a severe clan fight took place in the territory for the peace and good order of which he was responsible. When the fracas came to a stop, the dead and wounded were taken to the yamen so that the magistrate could hold an official inquiry. But the latter's ears were deaf to the noise of crackers, gongs and cannon alike; and at last in desperation the headmen of the villages implicated in the fight reported the matter to the chief magistrate, who dismissed his sleepy-headed subordinate on the spot without even taking the trouble to wake him up.

When the disgraced magistrate awoke from his nap three or four days later, he was surprised to find a new magistrate presiding in his stead.

SCHARNHORST'S DEPARTURE.

Commander Kraft gave a dinner last evening on board his flagship in honour of Vice Admiral A. L. Winslow, Commodore C. J. Byres, and officers connected with the army and navy. During dinner the band entertained the guests with splendid music.

At Government House, this morning at 9.30, the Scharnhorst band delighted H. E. and Lady Lugard with a small programme, and on this occasion Lady Lugard presented the bandmaster, Herr E. Richter, with a beautiful silver bowl as an acknowledgment of the selections played on different occasions at Government House.

Commander Kraft entertained the taipans of the different German concerns atiffin to-day.

The S.M.S. Scharnhorst leaves for Amoy to-morrow morning, about 10 a.m.

Mrs. C. A. Tomas and family, returned to the Colony by the Empress of Japan.

Messrs. P. F. Boulger, W. G. Jackson, T. Appleton, A. J. Davis, W. Davitt, all connected with the Harbour Department, left to-day on the P. and O. Arcadia for London.

Mr. H. Ambrosoli, manager of the Schweiger Import and Export Co., Manila, left to-day by the P. and O. Arcadia for Singapore, after having spent several days in Manila visiting their branch.

A SHORT SERMON.

WITH THY MIGHT.

"Whatsoever thy hand findeth to do, do it with thy might."—Ecclesiastes, ix, 10.

Half-hearted work is a curse upon the man who does it and upon the man for whom it is done. It is like a fair apple, which is ruddy and shines without, but within is eaten of worms. It is only a thing for show, and both men and nature rebel at make-believes.

The religion of Christ places strong emphasis on the worth of faithful effort. We are repeatedly reminded that faithfulness in little things begets confidence in great. We are told over and over again that the deed alone is not what counts but the manner in which it is done. We see the founder of Christianity selecting those who are to promulgate His truth from among the lowly and humble, not only because He wished to impress upon men the great fact that commercial rank and social position are as nothing in the sight of God, but because He desired that men should learn from this that the substance of labour is of small importance. A fisherman who was successful in his calling and loyal to his work would doubtless be zealous in matters of vaster moment, and an honest collector of customs would surely make an admirable exponent of the greater truths. It was because these twelve, who were chosen did their work well, that the lot fell upon them, and what was true then is true now.

The men who are worthy of the high title of Christians and who are to be trusted are those who do their level best in every task that comes their way.

Much of the necessary work of the world is far from pleasant but it has to be done. There is a certain amount of drudgery connected with even the most agreeable occupations. The easiest way in which to escape this drudgery is to throw the whole might of the being into the work to be done. Only in this way can we rise above the mere monotony of the task and attain the work of our hands to the higher feelings of the soul, which is life.

And aside from the personal satisfaction to be gained from this attitude, there is an impersonal attribute which is well worth considering. The smallest things need to be as carefully and thoroughly attended as those of great size or moment. In a way it is just as important that buttons be sewed on strongly as that the foundation stones of tall buildings be laid true. From the moral viewpoint there is small difference between the two. The only consideration here is that of work, which has to be done to achieve a certain result, and the measure of credit for the right doing of it is not influenced by the magnitude of the undertaking.

The attitude of the real Christian toward life is that of one who, realizing there is a certain amount of work to be done, stands ready to do his or her share, whatever it be, in the very best manner possible. There is little thought as to material outcome, and no quibbling over side-issues of no importance in the long run. The main question is one of inquiry as to the usefulness of the task undertaken. If it be truly useful for men and truly acceptable in the sight of God—all honest labour is that—it is worth doing with all the might that can be put into it.

It is to be expected that those who have the ability to accomplish great things will throw all their thought and strength into the doing of their part. Even though their interest be purely selfish, this will be true. But the nobler part belongs to that one who, finding his place in the lower ranks, humbly speaking, exalts both himself and his labour to enviable heights by doing his share with all his might. And this is the part that is open to the most of men.

From Irkutsk the "China Critic" learns that the new Russian law, prohibiting the employment of Chinese contractors and labourers, became operative on New Year's Day (January 14th) by which date all Chinese so engaged were to be dismissed.

AS AN AUSTRALIAN SEES CANTON.

The following is a description of Canton from the pen of an Australian writer:—

Canton's population, which is supposed to rank second among the cities of the world, is roughly estimated at four millions, and most of them are on view in the streets; indeed, one thinks one has seen them all, and some of them twice over. Where they all come from, what they all do, how they all live, is a source of constant wonder as one is borne along the narrow streets. Ah, those streets! How funny they are. People who complain of the narrowness of Sydney thoroughfares should see these—narrow more than 6 ft broad, in some places only about half that breadth, crowded with people, and all manner of trades being pursued along the sides. For the most part they are roofed in, with matting, which has the effect of making them, if possible, smother and stuffier than they would otherwise be.

As my chair was carried down one of these narrow paths, closely following that of the guide, we met a funeral coming towards us, and to give it room we had to be lifted, chair and all, inside a shop. The guide told me scornfully, "Him funeral poor man," but it seemed a most gorgeous affair, with its four great death ornaments painted blue, covered with artificial flowers, and containing roast sucking pig, cakes, and many weird culinary concoctions. A tiny boy of about 6 years, probably the chief mourner, for he was dressed all in white (the Chinese sign of mourning), was dragged along between two men, too stupefied with opium to be able to direct his own steps.

A curious old temple is that of The Five Hundred Genii, where whole halls are surrounded by the 500 carved figures, each in a different attitude. After seeing these it is hard to conceive any position which has not been depicted here. Amongst these shapes is one meant to be a representation of Marco Polo in his old Venetian costume, whom one certainly did not expect to meet amongst these genii, each in his own attitude, with his own name written above him.

Near to the Five-Story Pagoda is the City of the Dead, into which one enters by a door through a wall, and immediately the smells and crowded streets are left behind, and one is in a quiet garden. Here lie the coffined dead of the rich, waiting for burial, which is sometimes a lengthy proceeding among the Chinese for a suitable resting-place must be found, and this frequently takes many moons to discover. There are several of these waiting-places, but the one usually seen is the largest, containing 500 rooms, built in pavilion form, rows of little rooms opening off the garden, each with its huge shining coffin quietly awaiting its last home. Such handsome erections they mostly are—great oblong rosewood affairs, not of the hideous European shape, and with high rounded tops. On the walls hang the banners, inscribed with mystic lettering, sent instead of flowers, and one can tell the popularity of the dead by the number of these ornaments. Each room is also arranged with a few chairs and a little table, for, as the guide affably explains, "Him friends come here, pray to dead, then them sit down, talk, laugh, have tea." Quite a pleasant time, in fact, it sounds, almost like that horribly suburban invitation, "A few friends and a little music."

Then out again into the narrow, congested streets, crowded with people walking; not with vehicular traffic, for in all that long day I saw only two ponies, and those seemed curiously out of place in these narrow lanes.

It is a fascinating crowd, chiefly coolies, but occasionally a mandarin in his long silk coat, passes, and all look with friendly interest at the stranger—none of the "foreign devil" expression that one hears so much about. Mothers hold up their wee babies to wave tiny hands, small boys and girls come around one's chair begging for signs for a match, a cigarette, and, or a few drops of scent on the grubby paws held out to one. And from early morning till late afternoon never a glimpse of a European face.

The "Fatsan," which rather reminds one of a fat hen, and sounds better translated into "The Hill of Joy," glides down the smooth river as one watches the land disappearing into mists of night, and dreams one's dreams of going to the centre of that alluring land, and the lights of Hongkong grow brighter and gay, until at midnight the steamer lies at the wharf, and one goes wearily to rest in one's cabin, knowing that something has gone from life that never can return—one has had the first sight of Canton.

MANILA CARNIVAL.

The sportsmen who will represent Hongkong at the Manila Carnival this year are leaving by the Rubi on Monday. They include:—Capt. H. K. Hughes, Lt. C. R. T. Thorpe, Lt. Sullivan, Lt. L. F. Day, Capt. Brierly, Mr. Johnson, Lt. J. de Houghton, Mr. A. H. Collingsbrowne, Commander C. L. Lamme, and Major F. J. Hunter. Some very good polo games should be seen, and it is probable that tennis and cricket will also be played.

AERIAL LANGUAGE.

THE CORRECT TERMS.

In view of the somewhat confused state of aeronautical terminology at present prevailing, a Technical Words Committee was appointed by the Aeronautical Society of Great Britain to draft a list of technical terms relating to aeronautics and to define their meaning, and a preliminary report has just been issued. We quote the following definitions:

Aeronautics.—The entire science of aerial navigation.

Aerostatics.—The science of buoyancy in air by means of displacement; this is, therefore, the term to be applied to the science of aerostation.

Aerostation.—That part of aerial navigation dealing with gas-borne or "lighter-than-air" machines.

Aviation.—That part of aerial navigation dealing with dynamically-raised or "heavier-than-air" machines.

Aeronaut.—One who practises any branch of aerial navigation.

Aviator.—One who practises aviation.

Shed.—The use of the term shed is recommended instead of hangar.

Dirigible.—A power-driven balloon.

Airship.—The term having occasionally been used to denote aeroplane, the Committee recommends its use only in the sense of dirigible in order to avoid confusion.

Helicopter.—A flying-machine supported by one or more screw propellers rotating on vertical or approximately vertical shafts.

Ornithopter.—A "flapping-wing" machine.

Flying-Machine.—A generic term denoting machines used in aviation, as distinct from those employed in aerostation.

Aeroplane.—A flying-machine provided with fixed planes supported dynamically by its movement through the air.

This term should not be used to denote the planes themselves, but should only apply to the whole machine.

Glider.—An aeroplane unprovided with motive power.

Multiplane.—An aeroplane with two or more main planes overlapping in plan-form.


Biplane.—An aeroplane with two superposed main planes overlapping in plan-form.

Monoplane.—An aeroplane with a single main supporting plane, which may consist of a pair of wings outstretched on either side of a central body.

Mr. Hirschberg and Miss Sappie Marcovici, who will be married to-morrow afternoon, are booked on the s.s. Rubi for Manila, where Mr. Hirschberg has been connected with the Ordinance Department for the last few years.

Dr. Richard P. Strong, of Manila, arrived yesterday from Iloilo on his way to the plague-stricken districts, in Manchuria. Dr. Strong was recommended to be sent there by the Hon. Dean C. Worcester, Philippines Commissioner, and Secretary of the Interior.

Entertainment.



The Art of Cigarette Making
In perfection is reached in Cairo where *Messrs. Bouton Rouge* manufacture them, two brands known as
Bouton Rouge
and
Felucca
Egyptian Cigarettes
Made of the choicest selected Turkish tobacco under ideal conditions, all the delivery of the factory is preserved and every cigarette is a masterpiece of its kind. *FELUCCA* Egyptian cigarettes are of perfect quality but a little saltier.

GAMBLING RAIDS.

TWO CHINESE DEAD.

Two gambling raids were made yesterday. One was in the servant quarters of No. 65, Caine Road, and the other at 42, Graham Street.

The one at Caine Road was made by Inspector Fenton, in which 17 men were arrested. During the raid five men attempted to escape, and on doing so they jumped out of the window into the back yard, a height of about fifty feet. The five men were immediately removed to the Government Civil Hospital; and on arrival at the latter place one expired, and was consequently removed to the mortuary. The other four were detained at the hospital suffering from injuries and shock. One of them died this morning. The remainder appeared before Mr. J. R. Wood at the Magistracy this morning and after hearing the evidence his Worship imposed a fine of \$5 each.

The other raid was made by Detective Sergeant Watt and police. They arrested 14 men, and brought them before Mr. J. R. Wood. Fined \$2 each.

BILLIARDS.

The draw in the second round at the Soldiers' Club, Police v. R. E. A team is as follows:—

Monday, Inspector Langley v. Sapper Tooney; Qr. Mr. Barnfather v. Sergt. Brown.

Tuesday, Qr. Mr. Starling v. P. C. Healey; Lieut. Aston, R.E., v. Insp. Withers.

Wednesday, Capt. Addison, R.E., v. Another; Corporal Heatley v. P. C. Bell.

Thursday, Sergt. Cooper v. Sergt. Goddard; Sergt. Humber v. Sergt. Pitt.

To-day's Advertisements.

TO LET.

"QUARNDON" Victoria Gap, Peak, SEVEN ROOMS, April.

Apply—A. B. LEIGH & ORANGE. Hongkong, 18th Feb., 1911. [906]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. BENDORAN.

FROM MIDDLESBRO, ANTWERP, LONDON, AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO. Agents. Hongkong, 18th Feb., 1911. [904]

Entertainment.

KOWLOON BUTCHERY.
We beg to notify the residents of Kowloon that we now have on sale a few Kowloon Depot, A.B. & Co. Ltd.
AUSTRALIAN FROZEN MEAT,
RABBITS, HARES, HAM, BACON, &c., &c., &c.
THE DAIRY FARM Co., Ltd.

POPULAR "ASAHI" BEER



PRICES:

4 Doz. Quarts \$12.00 per case
8 Doz. Pints \$12.50
Hongkong, 15th December, 1910. [9]

C. E. WARREN & CO.,
30 & 32, Des Vaux Road.

GRANITE AND MARBLE MERCHANTS.

Illustrated Catalogues of Designs
FIGURE MONUMENTS, HEADSTONES, CROSSES, &c.
On application.
Hongkong, 9th Feb., 1911. [874]

A LING & CO.

FURNITURE AND PHOTO SUPPLIES.

DEVELOPING, PRINTING & ENLARGING.

10, Queen's Road.
Hongkong, 6th Feb., 1911. [868]

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive consignments of Local Produce on best terms.

485

PO SING.

JEWELLER & SILVERSMITH

No. 1, Potters' Street.

CANTONESE SILVER WORK of every description done here, Moderate Prices.

Xmas and New Year Presenting great variety and at special rates suitable to all tastes and purses.

Hongkong, 2nd Nov., 1910. [85]

Port Wines and Clarets.

Rise in Prices in consequence of the complete failure of the 1910 Vintage.

We are prepared to meet local demands

AT OUR OLD PRICES,

and to supply Wines in Bulk

AT THE SAME PRICES,

(for the same quality of Wines) as were charged to residents by their Home Wine Merchants before the failure of the 1910 Vintage.

Samples and prices on application to

H. PRICE & CO., LTD.,

WINE AND SPIRIT MERCHANTS,

12, Queen's Road Central,

HONGKONG.

Telephone No. 135,

Hongkong, 9th February, 1910.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.
The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 6 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration.)

From Hongkong	From St. John
"EMPRESS OF JAPAN" ... Saturday, Mar. 11th.	"EMPRESS OF IRELAND" ... Friday, April 7th.
"EMPRESS OF CHINA" ... Saturday, April 8th.	"EMPRESS OF IRELAND" ... Friday, May 6th.
"MONTEAGLE" ... Tuesday, April 18th.	
"EMPRESS OF INDIA" ... Saturday, April 29th.	
"EMPRESS OF JAPAN" ... Saturday, May 20th.	
"EMPRESS OF CHINA" ... Saturday, June 10th.	
"Monteagle" ... 12 noon.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car, while crossing the American Continent by Canadian Pacific direct line) ... £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Servants Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ... £43.
Via New York ... £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI & SWATOW	WOSANG	Sunday, 19th Feb., D'light.
TIENSIN	CHEONGSHING	Friday, 24th Feb., Noon.
SINGAPORE, PENANG AND CALCUTTA	NAMSANG	Saturday, 25th Feb., Noon.
MANILA	LOONGSANG	Saturday, 25th Feb., Noon.

FOR THE MANILA CARAVAN.—FEBRUARY 21st to 28th, 1911.

A Special Reduced Fare of \$50 for return Passengers will be issued for our sailings to Manila of the 11th and 18th February, available for 30 days from Date of issue. Passengers taking these tickets are exempt from the Head Tax.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chiofoo, Tientsin and Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 216. General Managers.

Hongkong, 18th February, 1911. [8]

THE
BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER and SEATTLE via SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"LUCERIO" ...	6,500	J. Mathie	9th March
"HALLAMSHIRE" ...	5,000	G. Elliot	6th April

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for storage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric light, the "Lucerio" and "Ororio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780.
Hongkong, 16th February, 1911. [805]

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL. GAS COAL. HOUSE COAL.

From the Westwallhead and Alcedo Mines (New South Wales). Always on hand.

For prices, delivered or ex go-down, apply to

ANDREW WEIR & CO.,

(The Bank Line Agency),

King's Building, (Fourth floor).

[74]

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MANSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, CO. LOMBO AND PORT SAID.	† WASAKA MARU, Capt. N. Nielsen, Tons 7,000 KITANO MARU, Capt. E. Cape, Tons 9,000 IYO MARU, Capt. H. Takeda, Tons 7,000	SUNDAY, 26th Feb. WEDNESDAY, 1st Mar., at Daylight. WEDNESDAY, 15th Mar., at Daylight.
VICTORIA, B.C. & SEATTLE	§ KAMAKURA MARU, Capt. J. Nagao, Tons 7,000	SATURDAY, 25th Mar., from KOBE
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA	§ AWA MARU, Capt. S. Ishikawa, Tons 7,000 § INABA MARU, Capt. K. Kawara, Tons 7,000	TUESDAY, 28th Feb., at Noon. TUESDAY, 28th Mar., at Noon.
SYDNEY & MELBOURNE, via MANILA, THUNDER BAY, TOWNSVILLE and BURNBANK.	YAWATA MARU, Capt. T. Sakabe, Tons 5,000 NIKKO MARU, Capt. M. Yagi, Tons 6,000	FRIDAY, 17th Mar., at Noon. FRIDAY, 14th April, at Noon.
KOBE and YOKOHAMA	† TANGO MARU, Capt. A. Christensen, Tons 8,000	THURSDAY, 2nd Mar., at 11 A.M.
NAGASAKI, KOBE and YOKOHAMA	† NIKKO MARU, Capt. M. Yagi, Tons 6,000	WEDNESDAY, 15th Mar., at Noon.
SHANGHAI, MOJI & KOBE	† CEYLON MARU, Capt. Fred. Pynes, Tons 6,000	MONDAY, 6th March.
ROMBAI via SINGAPORE and COLOMBO	† COLOMBO MARU, Capt. El. Cumbet, Tons 5,000	TUESDAY, 28th February.

§ Fitted with new system of wireless telegraphy. † Cargo only.
* Carries deck passengers. † Omitting Peking and calling at Genoa.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE
Miyasaki Maru	9,000	15th Feb.	To London, per New Steamer
Kitano	7,000	1st March	1st class Single... ¥550
Iyo	7,000	15th "	Return... 825
Hirano	9,000	29th "	2nd class Single... 360
Tango	8,000	12th April	Return... 540
Kano	9,000	26th "	Old Str. 1st class Single 500
Alki	7,000	10th May	Return 750
Mishima	9,000	21th "	2nd class Single 340
			Return 495

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers	Tons	Leave Hongkong	RATES OF PASSAGE
Awa Maru	7,000	23th Feb.	To Pacific Coast Common Points
Inaba	7,000	23th March	1st class Single ... £80
Tamba	7,000	25th April	2nd " ... £21
Awa	7,000	23rd May	To London via New York
			1st class Single ... £60
			via St. Lawrence
			1st class Single ... £40

With option of rail between calling ports in Japan.

Connecting with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to routing, Passage Sailing, &c., apply to

T. KUSUMOTO, Manager.

[00]

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
SHANGHAI	"CHENAN"	18th Feb. M'night.
MANILA & SYDNEY	"TAIYUAN"	21st " 4 P.M.
MANILA, ILOILO & CEBU	"TAMING"	21st " 4 P.M.
SHANGHAI	"LINAN"	23rd " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"CHANGSHA"	24th " 4 P.M.
SHANGHAI	"CHINHUA"	25th " M'night.
MANILA, ILOILO & CEBU	"TEAN"	28th " 4 P.M.

MANILA CARAVAN—21st to 28th February. Special reduced rate, \$50 return.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA "TWIN-SCREW STEAMERS" and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE "TWIN-SCREW STEAMERS" (Anhui, Chienan, Linan, Chinkua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 1 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 15. Hongkong, 17th February, 1911. [9]

Shipping—Steamers

NOTICE.

TOYO KISEN KAISHA
AND
WESTERN PACIFIC
RAILWAY CO.

THE NEW LINE VIA HONOLULU TO THE UNITED STATES, CANADA, MEXICO AND EUROPE
WILL ESTABLISH THROUGH SERVICE
JANUARY 27th, 1911.

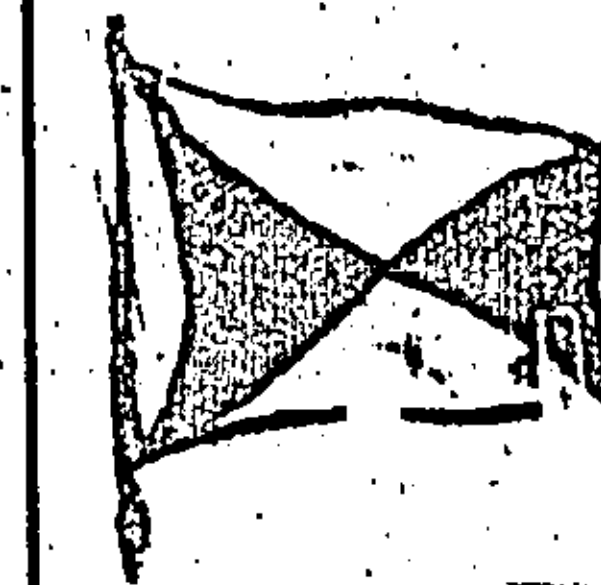
The well-known steamers of the TOYO KISEN KAISHA, fitted with every comfort and convenience known to nautical science, will connect at San Francisco with America's latest and finest trans-continental railway, giving its passengers a golden opportunity to view by daylight the rich productive valleys of California, the marvellously beautiful scenery of the Father River Canyon and the Sierra Nevada Mountains, also the Great Salt Lake and the world famous Rocky Mountains of Colorado.

Through Tickets and through Bills of Lading to all Points.

For further information apply to—

K. MATSUDA, Manager, T.K.K.

KING'S BUILDINGS, HONGKONG.

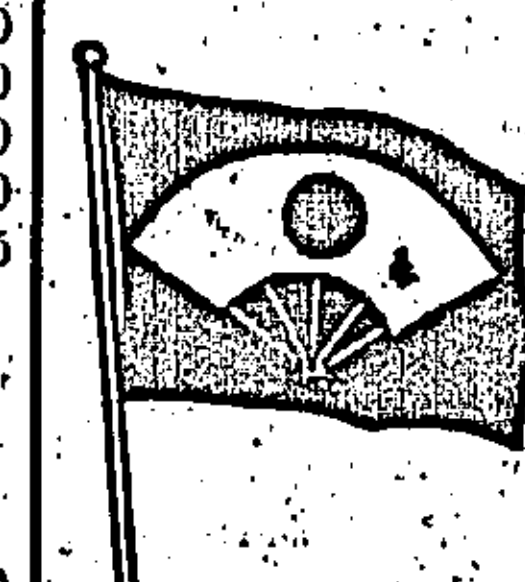
HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4000	S. Orosby	MANILA	Monday, 20th Feb.
ZAFIRO	4000	H. Mainland	CEBU & ILOILO	at 4 P.M.

MANILA CARNIVAL.
Special reduced fare of \$50, to Manila and return (No Head Tax)
Sailing on 20th February.

For Freight or Passage apply to
SHEWAN, TOMES & CO.
GENERAL MANAGER.

Hongkong, 9th February, 1911. [4]

TOYO KISEN
KAISHA
IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION)

Steamer	Tons	Captain	Date of Sailing
Tenyo Maru	21,000	E. Bent	Friday, Feb. 24, 1 p.m.
Nippon Maru	11,000	H. S. Smith	Friday, March 17, 1 p.m.
Chiyo Maru	21,000	W. W. Greene	Friday, April 14, 1 p.m.
America Maru	11,000	A. G. Stevens	Friday, May 6, 1 p.m.

† Triple Screw, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

The Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 17th February, at 1 P.M.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY of Mexico at MANZANILLO).

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Captain	Date of Sailing
Kiyo Maru	17,500	H. Nishi	Tuesday, Feb. 21, 1 p.m.
Buyo Maru	10,500	K. Hashimoto	Wednesday, April 19, 1 p.m.
Hongkong Maru	11,000	H. Hirokuma	Saturday, June 17, 1 p.m.

THE STEAMER "KIYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on TUESDAY, 21st February, at 1 P.M.

FARES FROM HONGKONG,

to SAN FRANCISCO ... £ 45-0-0, Single

" NEW YORK ... " 60-0-0, "

" LONDON ... " 71-10-0, "

" " ... " 120-0-0, Return 6 Months

" SALINA CRUZ or MANZANILLO Yen. 420.00, Single

" VALPARAISO Yen. 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Navy, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Port of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engine and Triple Screws. Record Speed 21 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, Local Manager.
KING'S BUILDING (Opposite Blake Pier). [808]

Shipping—Steamer.

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"CATHERINE APCAR,"

Captain L. O. Townsend, will be despatched for the above ports on TUESDAY, the 21st inst., at 8 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 17th Feb., 1911. [903]

THE "INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"INDRADEO,"

Captain W. H. Loy, will be despatched as above on 21st inst.

This steamer has excellent accommodation for a limited number of First Class passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 1st Feb., 1911. [845]

EASTERN and AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY & MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ST. ALBANS,"

Captain McArthur, will be despatched as above on SATURDAY, the 4th March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 16th Feb., 1911. [900]

'PHONE
482.HONGKONG
MOTOR
GARAGE.

Try Our

40 H.P. CLEMENT CAR.

6 SEATS

\$8 An hour.

24 H.P. RAMBLER CAR.

4 SEATS

\$7 An hour.

12 H.P. REO CAR.

3 SEATS

\$5 An hour.

We Repair

CYCLES,

TYPEWRITERS,

MOTORS,

AT

THE PLAGUE.

EXPERT OPINION.

Doctor Wu Lien-tch, telegraphing from Harbin says:—

"While principally pneumonic, thirty per cent. is secondarily septicaemic, seven per cent. primarily septicaemic, rarely enteric. I have obtained pure cultures of bacilli in each of these types. Dr. Mesny's case was purely septicaemic. Microscopical examination shows that the microbe has the usual cultural characteristics and is apparently the same as that found in bubonic plague. The few rats we have been able to examine have been found uninfected; we have examined no fleas, those not being obtainable. The virulence of the microbe is multiplied as it passes from man to man. There is considerable evidence that the disease is transmissible by breath as well as through the sputum. Very close contact is, apparently, not necessary. Dr. Shi Shih-ming probably became infected merely through speaking with a servant. There has been no undermy observation no authentic case of recovery. Doctors Mesny and Shi became infected despite their vaccination with the Haffkine vaccine. So also was the case with a number of the Russian medical assistants who have died. Masking seems to be the most important to be taken to protect the individual."

President Nakamura, of the South Manchurian Railway, asked to give the consensus of opinion of Japanese doctors at Dairen and in the Railway Zone, wires as follows:

"Transmission through the air for any distance has not been proven but rapid infection from intimate contact observed. No infected rats discovered. No recoveries reported. Technical phase of disease now under investigation, no verdict yet awardable. The most effective measures for protection are to isolate the people from infection districts, early discovery and vigorous custody of fresh cases, supplemented by the thorough sanitation and the strict use of preventives."

Doctor A. P. Peck wires from Suichungshien:—

"Almost wholly pneumonic because the bacillus enters the lungs through the breath. The bacillus appears under the microscope the same as that in bubonic plague. It is propagated only by close contact. The bacillus does not go far through the air. Outside the body it seems to die quickly. Breathed fresh from the lungs of an infected person, it finds an enormous culture bed in the mucous membrane of the lungs. Multiplies rapidly. No lymphatic glands to protect system and strain out, hence rapidly fatal—one hundred per cent. Rats and fleas as yet no factor in transmission; infection wholly through breath and sputum. While it would be possible for the flea to carry the bacillus and infect with bubonic, practically this does not occur. Regarding efficacy Haffkine, 'do not know; reserve judgment.'"

Doctor Chabaneix wires from Shanghaikwan:—

"Plague wholly pneumonic as it has come under my personal observation. It is marked by its initial virulence. The bacillus is of the characteristic dumbbell (bipolar) shape. No rats or fleas as propagators. Transmission like influenza, by direct contact with excretions or indirect through the air by wet particles a few yards around the patient. No recoveries reported. No opportunity as yet to measure efficacy of Haffkine vaccine."

Doctor Christie wires from Mukden:—

"Epidemic is of the most virulent pneumonic type. The low temperature is probably favourable to the activity of the bacillus entering the lowered vitality lung tissue due to extreme cold. Transmission is through the air; from man to man. The bacillus is the same as that of the bubonic. I expect bubonic later through rats and fleas and direct contact. No recoveries known even after the use of Haffkine and anti-plague serum."

Mails.

NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES

For	Steamers	To sail on
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow (T. 16,000)	WEDNESDAY, 22nd February, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZESS ALICE" Capt. P. Grusch (T. 20,500)	About WEDNESDAY, 22nd February
MANILA, YAP, MAURON, NEW GUINEA, BRISBANE, SYDNEY and Melbourne	"PRINZ SIGISMUND" Capt. D. Lenz (T. 6,000)	SATURDAY, 25th February, at Daylight.

KUDAT and SANDAKAN	"Donkino" Capt. F. Sembill (T. 5,050)	End of February.
KOBE & YOKOHAMA	"Commerz" Capt. H. Regener (T. 6,750)	About TUESDAY, 7th March.

All the steamers of the Imperial Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars, apply to

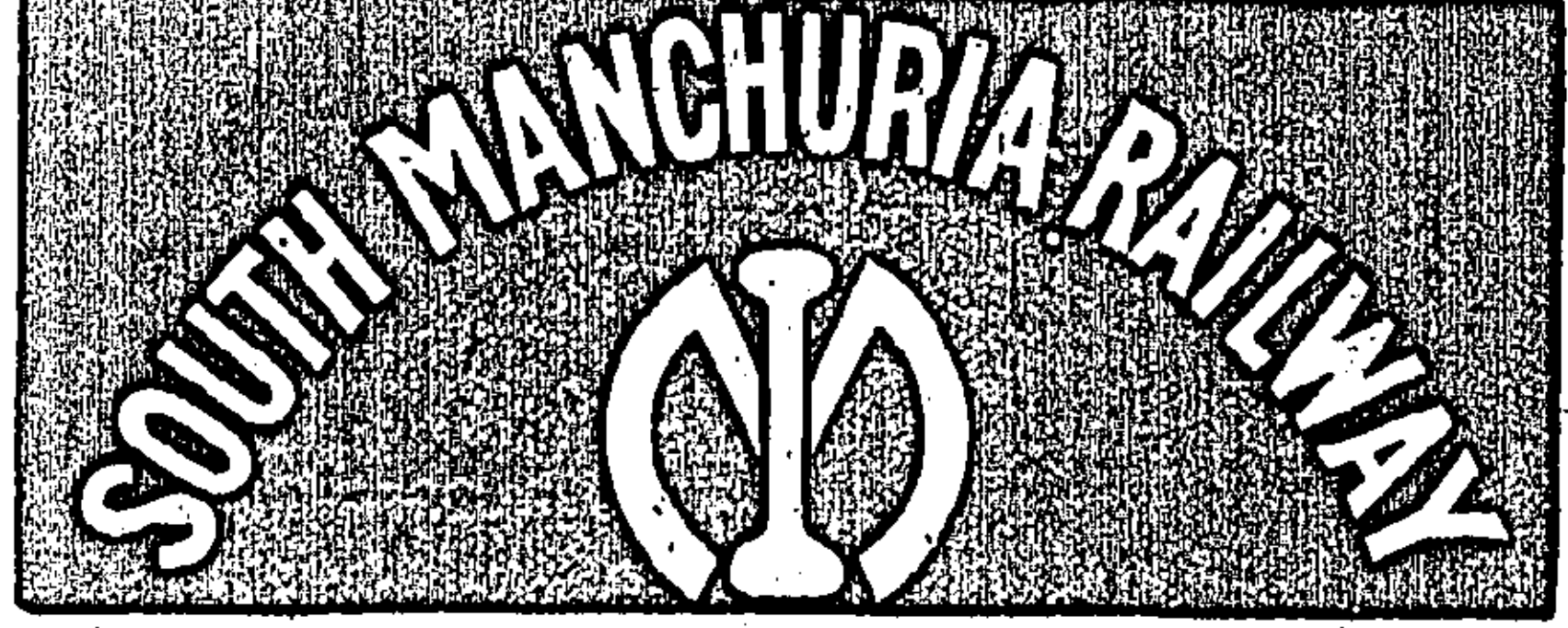
NORDDEUTSCHER LLOYD.

MILNERS & CO.

GENERAL AGENTS, HONGKONG.

Hongkong, 9th February, 1911.

Announcements



SHORTEST & QUICKEST ROUTE

BETWEEN

THE FAR EAST & EUROPE.

via DAIREN.

WINTER SCHEDULE.

(Effective till 30th April, 1911.)

EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun four times a week in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,877 tons) as follows:—

NORTH BOUND.					
1st Class Fares	Shanghai (Steamer) ...Lv.	Thurs.	Sun.	Thurs.	Fri.
\$10	Dairen (S.M.R. Train) ...Ar.	Sat.	Tues.	Fri.	Sat.
Y14.95	Mukden (S.M.R. Train) ...Lv.	Mon.	Wed.	Fri.	Sat.
Y11.50	Changchun (S.M.R. Train) ...Ar.	"	"	"	"
R 9.60	Harbin (Russian Train) ...Lv.	"	"	"	"
	Harbin (Russian Train) ...Ar.	"	"	"	"
	Connecting at Harbin with:	State Ex-press for Moscow	Wagon Lits for Moscow	State Ex-press for St. Pet.	

SOUTH BOUND.						
Connecting at Harbin with {			State Ex-press from St. Pet'g.	State Ex-press from Moscow	Wagon Lits from Mos- cow	
R 9.60	{ Harbin (Ru-sian Train) Lv.	7.50 p.m.	Mon.	Wed.	Fri.	
	{ Changchun (") Ar.	6.40 a.m.	Tues.	Thurs.	Sat.	
Y11.50	{ (S.M.R. Train) Lv.	7.00 "	"	"	"	Sun.
	{ Mukden (") Ar.	1.46 p.m.	"	"	"	"
	{ " (") Lv.	2.00 "	"	"	"	"
Y14.50	{ Dairen (") Ar.	10.30 "	"	"	"	"
	{ " (") Lv.	11.00 "	"	"	"	"

Supplementary Charges on DAIREN-CHANGCHUN Service. Express Extra FeeY3.00. Sleeping Car Supplement.....Y6.00

TICKET AGENCIES.—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co., Messrs. Thos. Cook & Son, and Reisebureau der Hamburg-Amerika Linie.

RAILWAY HOTELS.—Yamato Hotel (Tel. Add.: "Yamato") at Dairen, Port Arthur, Mukden, Pashan and Changchun, all under the Company's management.

SOUTH MANCHURIA RAILWAY COMPANY,

DAIREN.

Tel. Add. "Mantetsu." Codes: A.B.C. 5th. Ed. A. I. & Lieber's

FUSHUN COAL

THE BEST STEAMING COAL IN THE EAST.

Output 3,500 tons per day.

Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots and also at Chitoo, Shanghai, Hongkong, Singapore and Penang.

MINING DEPARTMENT,

SOUTH MANCHURIA RAILWAY COMPANY,

DAIREN.

Tel. Add. "Mantetsu." Codes: A. B. C. 5th. Ed. A. I. & Lieber's

Agents: MITSUI BUSSAN KAISHA, LTD

Hongkong, 20th January, 1911.

Entertainment

THE
BIJOU SCENIC THEATRE.
FLOWER STREET.

EVERY EVENING at 7 P.M. and 9.15 P.M.

THE LATEST PICTURES } CINEMATOGRAPH D'ELITE } THE BEST ARTISTES

MATINEES: EVERY SATURDAY AND SUNDAY,

at 4 p.m.

Cents 50, 30 and 20.

Children Half-price to all Parts.

Lessee and Manager, R. H. STEPHENSON.

Hongkong, 8th February, 1911.

[737]

Intimations.

EARLY TIFFIN DURING
RACE DAYS.

SPECIAL MENU.

Weismann, Limited.

TSANG KWONG COMPANY,
ELECTRICAL AND
GAS CONTRACTORS,

230, Des Voeux Road Central,

Telephone No. 699.

STOCKS OF

ELECTRICAL RADIATORS.
ELECTRICAL IRON.
ELECTRICAL WATER HEATERS.
ELECTRICAL KETTLES.
ELECTRICAL FITTINGS AND ACCESSORIES.
BEST METALLIC FILAMENT and CARBON FILAMENT LAMPS for all Voltage and Candle-power.

WIRES & CABLES.
TELEPHONES
BELLS & INDICATORS.
"SILICIA" ACCUMULATORS.
DRY CELLS AND LECLANCHE CELLS.
Gas Radiators.
Gas Fittings.
Gas Incandescent Mantles.
PETROLEUM INCANDESCENT MANTLES.
PETROLEUM INCANDESCENT BURNERS and LAMPS of all descriptions.

Lighting plants driven by Steam, Gas and Oil Engine to order.

Hongkong, 2nd January 1911.

[78]

Completely Told in

One Word, Satisfaction

"LOTUS"

BRAND MOCHA

COFFEE.

Obtainable Everywhere.

H. RUTTONJEE & SON,

WINE and PROVISION MERCHANTS

Hongkong, 20th January, 1911.

[89]

Entertainments

"THE EMPIRE"
CINEMATOGRAPH THEATRE,
Des Voeux Road Central
(Opposite to Central Market).

From To-night

AND

for a few days only.

THE MAGNIFICENT FILM OF

ART

"MESSALINA."

One of the best productions of Pathé's coloured Cinematograph in 14 Scenes.

Hongkong, 13th Feb., 1911. [852]

VICTORIA SKATING RINK.

GRAND CARNIVAL BALL.

TUESDAY, 28th Feb.

For full particulars see posters and handbills.

Subscriptions Close 27th inst.

Hongkong, 13th Feb., 1911. [890]

To Let.

TO LET.

OFFICES in King's Buildings, 4th Floor.

AN OFFICE on 1st Floor, 16, Des Voeux Road Central.

GODOWNS, 151 to 155, PRAYA EAST.

A HOUSE in WONG-NEI-CHONG ROAD.

SEMI-EUROPEAN FLATS East corner of Observation Place. The Trams stop at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LIMITED.

Hongkong, 1st February, 1911. [159]

TO LET FURNISHED.

"LEWKNOR" No. 116, PLANTATION ROAD, Peak, from April 16th next.

Apply to—

M. W. SLADE, Prince's Buildings.

Hongkong, 25th Jan., 1911. [844]

TO LET.

GODOWN No. 54, DUNDRETT STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.

Hongkong 1st February, 1911. [61]

PEAK TRAMWAYS CO., LIMITED.

TIME TABLE.

WEEK DAYS.

2.00 a.m.

7.30 a.m. to 10.00 a.m. Every 10 min.

10.00 a.m. to 11.00 a.m. " 15 min.

11.30 a.m. to 12.45 p.m. " 15 min.

12.45 p.m. to 1.15 p.m. " 10 min.

1.15 p.m. to 1.45 p.m. " 15 min.

1.45 p.m. to 2.15 p.m. " 10 min.

2.15 p.m. to 3.00 p.m. " 15 min.

3.30 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 min.

9.00 a.m. to 9.30 a.m. " 30 min.

9.30 a.m. to 10.30 a.m. " 15 min.

10.30 a.m. to 11.00 a.m. " 10 min.

11.45 a.m. to 12.00 noon " 15 min.

12.00 noon to 1.00 p.m. " 10 min.

1.00 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 6.00 p.m. " 10 min.

6.00 p.m. to 7.00 p.m. " 15 min.

7.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 1st April, 1909.

Consignees

"SHIRE"
LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES.
FROM EUROPE.

THE Steamship

"CARNARVONSHIRE," having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 20th inst. 9 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 20th inst. at 10 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 14th Feb., 1911. [896]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NORE,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared by the 17th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 11th Feb., 1911. [4]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"HIRANO MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 28th February, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 16th Feb., 1911. [5]

MAN CHEONG,

10, WELLINGTON STREET CENTRAL, HONGKONG.

SWATOW DRAWING WORK.

GENTLEMEN and LADIES' TAIORS & OUTFITTERS.

EMBROIDERY, PONGEE SILK, GLASS CLOTH, CANTON SILK and LACES, &c., &c., Hongkong, 23rd January, 1911. [89]

